

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 08/30/2007**

DCA06MA010 File No. 22129	12/19/2005	Miami, FL	Aircraft Reg No. N2969	Time (Local): 14:39 EST		
Make/Model:	Grumman / G-73T			Fatal	Serious	Minor/None
Engine Make/Model:	Pratt & Whitney Canada / PT6		Crew	2	0	0
Aircraft Damage:	Destroyed		Pass	18	0	0
Number of Engines:	2					
Operating Certificate(s):	Flag Carrier/Domestic					
Name of Carrier:	FLYING BOAT INC					
Type of Flight Operation:	Scheduled; International; Passenger Only					
Reg. Flight Conducted Under:	Part 121: Air Carrier					
Last Depart. Point:	Same as Accident/Incident Location			Condition of Light:		
Destination:	Bimini			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	Off Airport/Airstrip			Basic Weather:	Visual Conditions	
				Lowest Ceiling:		
				Visibility:	7.00 SM	
				Wind Dir/Speed:		
				Temperature (°C):	22	
				Precip/Obscuration:		
Pilot-in-Command	Age: 37			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	2830	
Airline Transport; Flight Instructor; Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea;				Last 90 Days:	203	
Instrument Ratings				Total Make/Model:	1630	
Airplane				Total Instrument Time:	UnK/Nr	

The Safety Board's full report is available at <http://www.nts.gov/publicn/publicn.htm>. The Aircraft Accident Report number is NTSB/AAR-07/04.

On December 19, 2005, about 1439 eastern standard time, a Grumman Turbo Mallard (G-73T) amphibious airplane, N2969, operated by Flying Boat, Inc., doing business as Chalk's Ocean Airways flight 101, crashed into a shipping channel adjacent to the Port of Miami, Florida, shortly after takeoff from the Miami Seaplane Base. Flight 101 was a regularly scheduled passenger flight to Bimini, Bahamas, with 2 flight crewmembers and 18 passengers on board. The airplane's right wing separated during flight. All 20 people aboard the airplane were killed, and the airplane was destroyed. Flight 101 was operating under the provisions of 14 Code of Federal Regulations Part 121 on a visual flight rules flight plan. Visual meteorological conditions prevailed at the time of the accident.

Brief of Accident (Continued)

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) WING - FAILURE,TOTAL
2. (C) MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
3. (C) PROCEDURE INADEQUATE - COMPANY/OPERATOR MANAGEMENT
4. (C) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
The in-flight failure and separation of the right wing during normal flight, which resulted from (1) the failure of the Chalk's Ocean Airways maintenance program to identify and properly repair fatigue cracks in the right wing and (2) the failure of the Federal Aviation Administration to detect and correct deficiencies in the company's maintenance program.